

April 2010-April 2011

The Utah County I-15 Corridor Expansion (I-15 CORE) gave contractor Provo River Constructors (PRC) its Notice to Proceed with construction on April 19, 2010. Teams were moving dirt a week later to meet the aggressive December 2012 completion deadline.

After the first year of construction, I-15 CORE is more than one-third complete and on schedule to add two additional lanes in both directions between Lehi Main and Spanish Fork Main; add, rebuild or modify 63 bridges; reconfigure or rebuild 10 interchanges; and extend the Express Lane the length of the project.



Traffic shifted onto permanent concrete in American Fork ahead of schedule.



Crews completed all six project bridge moves by self propelled modular transporters.

YEAR ONE HIGHLIGHTS

Design

- Project design finalized in just 14 months (began in January 2010)
- Collaborated with Provo City to modify the design for the Provo Center Street interchange to work with the city's long-term development goals
- Worked with Orem City and Utah Valley University to alter design to include a pedestrian tunnel for students at University Parkway

Maintenance of Traffic

- Reworked plan to avoid six-month lane closure through Provo s-curves
- Reduced travel delays by as much as 50 minutes by timing traffic signals with Provo and Orem for Stadium of Fire, BYU football, Freedom Festival and university graduations
- Installed eight new "trailblazer" signs on State Street that show travel times to help drivers make an informed decision of whether to take I-15
- Shifted 3 miles of northbound and southbound I-15 in American Fork onto new concrete pavement ahead of schedule; 3 miles in Springville are also on the new pavement
- 93 percent of the total I-15 closures and restrictions have been done at night to reduce the inconvenience to the public
- Paved 60 lane-miles so far with new concrete

Bridges and Interchanges

- Showcased the longest two-span bridge ever to be moved by self propelled modular transporters (SPMTs) in the Western Hemisphere at Sam White Lane in American Fork, March 26; the move was attended by more than 1,100 residents, transportation officials and industry professionals and completed three hours early
- Completed all six SPMT bridge moves on the project
- Opened the first two bridges at 2700 North in Spanish Fork and Proctor Lane in Pleasant Grove last December
- Installed special sensors in four Orem bridges (400 South, 400 North, 800 North, Geneva Road) with BYU engineering students to measure moisture content, temperature and ion concentration of the rebar to check for corrosion over time; this is the first time these sensors have been used in a construction application
- 29 of the total 63 bridges are underway
- Started work on all 10 interchanges

Materials

- 4 million tons of fill used
- 425,298 square yards of concrete pavement used
- 21.41 miles of drainage pipe installed

Employment

- Currently 1,560 employees working on the construction, engineering and management teams
- PRC completed one million labor hours without a lost-time accident in October 2010
- I-15 CORE ranks among the top 15 largest employers in Utah County
- Nearly 2.5 million labor hours logged

Communication

- 120,000 visits to the project website and 250,000 page requests
- 1,060 conversations (posts, comments and likes) on the I-15 CORE facebook page
- 387 tweets posted by the project on the I-15 CORE twitter account
- More than 3,500 calls and emails fielded from residents and businesses by the public involvement team
- 4,053 subscribers on the weekly email updates
- January 2011 survey results found 93 percent of Utah County residents believe the project is worth the investment
- 50 presentations to city councils, civic groups, chambers, student groups and associations